

**Amendments to the Claims:**

This listing of the claims will replace all prior versions, and listings of claims in the application:

1-18. (Cancelled)

19. (Currently amended) A modular traction assembly that drives a wheel of a vehicle,

comprising a first electromotor assembly coupled to a second electromotor assembly:

said first electromotor assembly comprising:

an a first electromotor that directly drives the wheel of the vehicle,

said first electromotor positioned outside of the wheel, said first

electromotor having a first housing;

a first stator connected to the first housing and comprising at least

two groups of physically separated first windings;

a first rotor, coaxially and rotatably mounted with the first stator

and comprising permanent magnets, wherein the first stator rotor is

stationary with respect to an axis of rotation of the first rotor during

operation of the first electromotor;

a first controller that controls electric current in the first windings;

at least one first measurement tool that measures an angular position of the

first rotor with respect to the first stator;

first operating means, connected to the first controller and the at

least one first measurement tool, for operating the first electromotor, and

first data communication means, connected to the first operating means, for communicating data to outside the first housing;

said second electromotor assembly comprising:

a second electromotor that directly drives the wheel of the vehicle,

said second electromotor positioned outside of the wheel, said second electromotor having a second housing;

a second stator connected to the second housing and comprising at least two groups of physically separated second windings;

a second rotor, coaxially and rotatably mounted with the second stator and comprising permanent magnets, wherein the second stator is stationary with respect to an axis of rotation of the second rotor during operation of the second electromotor;

a second controller that controls electric current in the second windings; at least one second measurement tool that measures an angular position of the second rotor with respect to the second stator;

second operating means, connected to the second controller and the at least one second measurement tool, for operating the second electromotor, and

second data communication means, connected to the second operating means, for communicating data to outside the second housing;  
wherein the first rotor has a bush that receives an end of the second rotor,  
whereby the first and second rotors are coupled such that the axis of rotation of the first

rotor during operation of the first electromotor is identical to the axis of rotation of the second rotor during operation of the second electromotor;

wherein the first housing has an attachment means for coupling the first housing to the second housing;

wherein the first data communication means exchanges data with the second data communication means so that the first electromotor assembly and the second electromotor assembly function as a single electromotor for propelling the vehicle; and

wherein the vehicle is self-propelled by the traction assembly.

20. (Currently amended) The traction assembly according to claim 19, wherein the at least one first measurement tool comprises at least two means for measuring a magnetic field, arranged between two permanent magnets.

21. (Currently amended) The traction assembly according to claim 19, wherein one both axial end ends of the first rotor comprise comprises the bush and a second axial end of the first rotor comprises attachment means for a driving shaft adapted to be received in a further bush of a rotor in a further electromotor assembly.

22. (Cancelled)

23. (Currently amended) The traction assembly according to any one of claims 19-22 21 and 31-32, wherein the first operating means have a so-called master and slave setting, wherein the first operating means can be converted from a so-called master into slave

setting, and vice versa, influenced by either the demand for power, the speed of rotation of the first rotor or via the first data communication means.

24. (Currently amended) The traction assembly according to any one of claim claims 21-22 and 31-32, wherein the end of the second rotor received in the bush other attachment end is provided with a homokinete.

25. (Currently amended) The traction assembly according to claim 23, further comprising at least two electromotors wherein one the first electromotor is set as so-called master and at least the second electromotor is set the other one or ones as so-called slave, and wherein the data communication means are connected one to the other or others to each exchange data with each other.

26.-28. (Cancelled)

29. (Currently amended) The traction assembly according to claim 19 wherein the first rotor is enclosed completely within the first housing.

30. (Currently amended) A method for driving a wheel of a vehicle, comprising:  
directly driving the wheel of the vehicle with a modular traction assembly  
comprising a first an electromotor assembly positioned outside of the wheel and a second  
electromotor assembly positioned outside of the wheel, wherein the first electromotor  
assembly is coupled to the second electromotor assembly, said first electromotor

assembly being substantially enclosed in a having a first housing; said second electromotor assembly being substantially enclosed in a second housing;

providing a first stator connected to the first housing and comprising at least two groups of physically first separated windings;

providing a second stator connected to the second housing and comprising at least two groups of physically separated second windings;

providing a first rotor, coaxially and rotatably mounted with the first stator and comprising permanent magnets, wherein the first stator rotor is stationary with respect to an axis of rotation of the first rotor during operation of the first electromotor;

providing a second rotor, coaxially and rotatably mounted with the second stator and comprising permanent magnets, wherein the second stator is stationary with respect to an axis of rotation of the second rotor during operation of the second electromotor;  
wherein the first rotor has a bush for receiving an end of the second rotor;

coupling the first rotor to the second rotor by inserting the end of the second rotor into the bush, whereby the first and second rotors are coupled such that the axis of rotation of the first rotor during operation of the first electromotor assembly is identical to the axis of rotation of the second rotor during operation of the second electromotor assembly;

attaching the first housing to the second housing;

communicating data from the first electromotor assembly to outside the first housing;

communicating data from the second electromotor assembly to outside the second housing;

controlling electric current in the first windings; and controlling electric current in the second windings;

measuring an angular position of the first rotor with respect to the first stator;

measuring an angular position of the second rotor with respect to the second stator;

transmitting data communicated from the first electromotor assembly to the second electromotor assembly; and transmitting data communicated from the second electromotor assembly to the first electromotor assembly;

operating the first electromotor assembly in accordance with the controlled electric current in the first windings and the measured angular position of the first rotor with respect to the first stator; operating the second electromotor assembly in accordance with the controlled electric current in the second windings and the measured angular position of the first rotor with respect to the second stator; wherein the first electromotor assembly and the second electromotor assembly function are operated as a single electromotor for propelling the vehicle; and

communicating data to outside the housing;  
wherein the vehicle is self-propelled by the first electromotor assembly and the second electromotor assembly operating as a single electromotor.

31.-32. (Cancelled)